Services Authority Act, 1987, which will facilitate setting up of permanent Lok Adalats for providing compulsory pre-litigative mechanism for conciliation and settlement of cases relating to public utility services has already been introduced in Lok Sabha. When passed by the Parliament, it will enable the National Legal Services Authority or the State Legal Service Authority, as the case may be, to establish permanent Lok Adalat at such places and in such numbers as may be expedient to enable the Lok Adalats to exercise its jurisdiction in respect of one or more public utility services as necessary from time to time. The permanent Lok Adalats would have jurisdiction regarding public utility services such as transport (air, road, water), postal, telegraph or telephone, power, water, sanitation, hospitals and insurance. To avoid prolonged litigation it has also been proposed that the award made by the Lok Adalat shall be final, binding and shall not be questioned in any original suit, application or execution proceeding. The jurisdiction of the lok Adalats would be limited to cases up to a monetary value of Rs. 10 lakhs. Under clause 22C of the Legal Services Authorities (amendment) Bill, 2002, Government has power to increase the limit of ten lakh rupees in consultation with National Legal Services Authority.

(b) Lok Adalats are providing to be beneficial to the litigants and are giving much wanted relief to them from the long and formal procedure of the Courts. So far, about 1.4 crore cases have been settled by Lok Adalats across the country.

Strengthening of subordinate judiciary

4170. SHRI VIJAYJ. DARDA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Supreme Court of India in its recent judgement have been certain directions to Government for strenghening the functioning of the subordinate judiciary—foundation of the edifice of the judicial system viz., to increase judge-population ratio, revision of pay scales, method of recruitment, promotional avenues to higher judicial service, free official accommodation etc;

(b) whether these directions are based on the recommendations of Justice Shetty Commission Report;

(c) if so. when was the report submitted;

(d) whether Government have formulated a detailed scheme for implementation based on the direction of Supreme Court; and

(e)if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI ARUN JAITLEY): (a) and (b) Yes, Sir.

(c) The Report was submitted to the Prime Minister on I ltd November, 1999.

(d) and (e) The directions of the Supreme Court of India in its judgement of 21st March. 2002 in All India Judges' Association and others Vs. Union of India and others, *inter-alia,* contains deadlines on which the directions are to be complied with both by the Central Government for implementation in the Union territories and the respective State Governments/High Courts for implementation in the States.

The Apex Court has further directed that the States as well as the Union of India shall submit their compliance report by 30th September, 2002 and any clarification that may be required in respect of any matter arising out of the decision will be sought only from the Hon'ble Supreme Court.

Extension of waterways-III

4171. SHRI N.K. PREMACHANDRAN: Will the Minister of SHIPPING be pleased to state:

(a) whether Government propose to extend the Waterways-III from Kottappuram upto Kasergod in North and from Kollarp upto Kovalam in South: and

(b) if so. the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI SHRIPAD YESSO NAIK): (a) and (b) A techno-economic feasibility study for extension of national waterway No. III from Kottappuram to Kasergod in North and from Kollam to Kovalam in South has been carried out which has shown that development of these stretches is viable. Declaration and subsequent development would be subject to the availability of resources.

Privatisation of SCI

4172.SHRI GHULAM NABI AZAD:

DR. T SUBBARAMI REDDY:

Will the Minister of SHIPPING be pleased to state:

(a) whether the Shipping Corporation of India (SCI) is likely to go in for privatization;